



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

as it has behind it the Fabian Research Department, the Executive Committee of the Labor Party, and the Parliamentary Committee of the Trades Union Congress.

WASHINGTON, D.C.

LEIFUR MAGNUSSON

The Longshoremen. By CHARLES B. BARNES. New York: Survey Associates, 1915. 8vo, pp. xx+287. \$2.00 net.

The Longshoremen is the result of a very careful and detailed investigation of conditions under which some 35,000 men are engaged in New York Harbor in the loading and unloading of ships. The eleven appendixes contain brief descriptions of conditions in the Boston, London, and Hamburg harbors, and extracts from English and German laws governing dock-workers' occupation. The inference to be drawn from a study of these is that this country is rather far behind the others in recognizing its legislative duty.

The problem presented by this group of men is the problem of casual labor, which, it is suggested, is closely connected with underemployment and with chronic unemployment. The irregularity of employment is due, first, to the inherently uneven distribution of the work throughout the year, and, secondly, to the methods of hiring the men. The extreme range in the total hours of employment of its men over a period of fifteen weeks, as reported by one steamship company, was from 230 to 2,755 hours. With regard to the second point, the men are paid by the hour, "knocked off without pay whenever a delay occurs," "discharged without notice whenever a job is finished," and left uncertain concerning future work. However, the men have, on several occasions, chosen to continue under the present wage system rather than accept employment by the week, fearing, it is thought, that there would be no way of providing for those crowded out, and also that the rush and strain on those who secured the work would be greatly increased.

The author gives a history of the trade-union movement as it is connected with this branch of industry, the story of its strikes, resulting often in loss, and a statement of the present standing of the unions. This naturally includes the treatment of the wage question and of hours of work; and leads to the question of industrial accidents and disease and of insurance. The concluding chapter of about eight pages sums up pretty well all that is contained in the nine preceding and more detailed chapters.

Railway Organization and Management. By JAMES PEABODY. Chicago: La Salle Extension University, 1915. 8vo, pp. vii+263. \$2.00.

This work by the late statistician of the Santa Fé is primarily a description of the duties of the departments and individuals in railway organizations rather than an analysis of the manner in which the activities of railways are organized and their operation controlled. For this reason its title is misleading.

If one wishes to know what a yardmaster or a roadmaster is, whom they report to, who reports to them, the differences between a fireman and a fire-up

man, what a coal ticket is, who attends to the waybilling of outbound cars, the collection of charges on inbound cars, who keeps a record of the movements of cars, one will find it in this work. One can even learn here the duties of ushers, gatemen, and announcers, and learn that the forces of the custodians of a terminal station consist of "marble, window, general, and driveway cleaners, scrubwomen, and elevator operators."

If one, however, seeks an analysis of the types of railway organization, their principles, the reasons lying behind them, their advantages, disadvantages, and the problems connected with them, or a discussion of the methods by which the central management establishes control over operations, one will be disappointed. It is true that division and departmental (military and functional) organizations are briefly discussed, and one learns that the freight-traffic department may be organized primarily on a territorial basis, or primarily on a character-of-traffic basis. Some controlling devices, such as enginemen's performance sheets, individual locomotive records, shop operation reports, and statistical control in the freight-traffic department, are also briefly discussed. The discussion, however, is exceedingly brief and is descriptive rather than analytical. Less than a page and a half are given to the interesting and important unit system of the Harriman lines.

The book is condensed, but comprehensive, covering practically every position in railway organization from initial construction to inventorying for valuation.

Is War Diminishing? A Study of the Prevalence of War in Europe from 1450 to the Present Day. By FREDERICK ADAMS WOODS and ALEXANDER BALTZLY. Boston: Houghton Mifflin Co., 1915. 12 mo, pp. [xiii]+105. \$1.00 net.

In the introductory chapter of this book Dr. Woods insists upon the need of a scientific study of war—its nature, its causes, and more particularly its prevalence at different stages of history. Our pacifists, he complains, assume the advantages of peace, and pretend, without showing adequate evidence, that peace will more and more supplant warfare. Nor are the champions of militarism much less content with preconceptions and idle generalizations.

The body of the book attempts to supply tangible evidence on at least one point: has the prevalence of war diminished among the principal European countries during the last five or six centuries? The labor of compiling this evidence has fallen largely to Mr. Baltzly. The result is a careful statement of the years of peace and the years of war in the history of each of the nations considered. At the end of the volume a series of historical charts makes the results of the compilation visible. The authors conclude that their data do not demonstrate any very decided abatement of warfare, especially among the stronger powers.

It must be insisted, however, that the significance of war cannot be tested simply in terms of duration. There may be a vast difference of import between